





# Today's Advertisements.

## NOTICE.

I HAVE this day commenced business as a GENERAL COMMISSION AGENT.  
W. SHEWAN.  
Hongkong, 20th July, 1896. [1149]

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAIWANFOO.  
THE Company's Steamship.

"THALES."  
Captain Douglas, will be despatched for the above Ports TO-MORROW, the 21st instant, at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAURIE & Co.,  
General Managers.  
Hongkong, 20th July, 1896. [1146]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Steamship  
"PAKHOT."  
Captain (Stott), will be despatched on WEDNESDAY, the 22nd instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th July, 1896. [1150]

CHINA NAVIGATION COMPANY, LIMITED.  
FOR SHANGHAI.

THE Steamship  
"HOIHOW."  
Captain Gendall, will be despatched on THURSDAY, the 23rd instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th July, 1896. [1151]

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship  
"ARRATOON APCAR"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge or remaining on board after the 2nd instant, will be landed at Consignees' risk and expense into the Godowns of the Warehouse and Storage Company, Limited, Warehouse.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, which Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 20th July, 1896. [1147]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"HYDASPES,"  
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted but mark by mark and delivery can be obtained as soon as the Goods are landed.  
Goods not cleared by the 26th instant at 4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in any case.  
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here after which no Claims will be recognized.  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 20th July, 1896. [1431]

"GLEN" LINE OF STEAM PACKETS.  
FROM LONDON AND STRAITS.

THE Steamship  
"GLENFRUIN,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.  
Cargo remaining undelivered after the 26th instant will be subject to rent.  
No Fire Insurance has been effected.  
Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd August, otherwise they will not be recognized.  
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 11 A.M.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents.  
Hongkong, 20th July, 1896. [1148]

DAKIN, CRICKSHANK & COMPANY, LIMITED,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

ASPERFERRADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEN'S and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd May, 1896. [1437]

## Intimations.

A. S. WATSON & CO.,  
LIMITED.

CHEMISTS, BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF  
AERATED WATERS.

OUR AERATED WATER FACTORY is fitted with the best English Machinery, embodying the latest improvements in the trade.

The Purest Ingredients only are used, and the utmost Care and Cleanliness exercised in the Manufacture throughout.

The Water used is proved by repeated Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is "DISPENSARY, HONGKONG."  
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Waters, as such Bottles are never used again by us.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.  
Hongkong, 4th July, 1896. [1]

## BIRTHS.

At 4, Range Villas, Shanghai, on the 13th instant, the wife of JAMES HUTCHISON (engineer China Navigation Co.), of a daughter.  
At East Gate, Quai de France, Shanghai, on the 13th instant, the wife of Mr. P. JARNO, of a son.

MARRIAGES.  
At St. Andrew's Church, Chelsea, on the 9th of July, by the Rev. Henry Matthews, and in the presence of the United States Consul, LOUIS HENRY, son of the Rev. Thomas Henry of St. Joseph, La., U.S.A., to JESSIE, younger daughter of the late Charles CORNE, of Shanghai, No cards.

All Saints Church, Woolahra, Sydney, N.S.W., on the 10th of June, by the Rev. Reginald R. COLLISON, B.A., BENJAMIN KIRK MORTON, of Melbourne, Victoria, to ELIZABETH MARY, only daughter of Mr. William B. JAMESON, of Shanghai, China.

DEATHS.  
On the 2nd June, at Hythe, Kent, FREDERICK DAVIS, aged 53, late Captain Merchant Service, eldest son of the late MAURICE DAVIS, Portway, Curry Rivel, Somerset.

At "Woodside" Spilling Road, Portsmouth, Southampton, on the 10th of June, Captain R. W. BROWN, aged 84 years, formerly of Shanghai.  
At Shanghai, on the 12th instant, THOMAS JAMES, infant son of Thomas James and Mary Roche, aged 17 months.

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, JULY 20, 1896.

## TELEGRAMS.

REUTERS' MESSAGES.

DECLINED WITH THANKS!

LONDON, July 17th.

Chips has refused the offers of Russia and Germany to establish banks in Peking for the transaction of Government business.

An article published in the Hongkong Telegraph on Friday last set forth that the Chinese Government had decided to decline offers of this nature and establish an Imperial Bank with branches in all the treaty ports of the Empire.

THE VENEZUELAN QUESTION.

Lord Salisbury when laying the Venezuelan papers on the table of the House deprecated arbitration at the present stage of the question. He said he was confident that after the United States Commission had learned the facts, the diplomatic question would be easily adjusted.

THE STOKES AFFAIR.

Great Britain has appealed against the acquittal of Captain Lethbridge, the Belgian officer who was tried for unlawfully causing a British trader named Stokes to be hanged in Africa.

(Special to the *Asian*)

RESULT OF THE JULY STAKES.

The July Stakes of 50,000 sovs. each, 30s. for two-year-olds; colts and fillies 80s. fillies, the owner of the second horse to receive 100 sovs. out of the stakes, and the third to save his stake. New T.Y.C. course. 55 fms. Closed July 23rd, 1896.

LONDON July 14.

Lord Rosebery's b.c. VELASQUEZ, by—Dons—Van—Virta.

## TELEGRAMS.

Mr. W. Rosebery's b.c. MONTEY, by Gold—Sack—Myra. Allsopp 2 (Winner trained by W. Walters, Jr.)  
BETTING: 11 to 2 for Velasquez.  
Won easily by two lengths.

The popular "Palmers" and "Rose Hoops" have not been seen to the fore very much in 1896. Quarrell's recent victory in the Royal Hunt Cup being Lord Rosebery's first success this year in any important race. Now that very promising home-bred youngster Velasquez has just carried the popular colours first past the post in the July Stakes and, apparently, had an easy task. He has sixteen engagements this year, his first appearance being in the Royal Two-Year-Old Plate at Kempton Park, but until his success in the July Stakes he has always found himself in the luck. He entered for six more races this season. Monterey began his career at Newmarket last May, when he won the Breeders' Plate with 8s. 6d. in the saddle in very good company. This telegram gives the names of only two starters, from which it may be presumed that the race either resolved itself into a match or the acceptances were very poor.]

## RESULT OF THE ASCOT GOLD CUP.

The ASCOT GOLD CUP, value 1,000 sovs., with 2,000 sovs. in specie in addition, out of which the second shall receive 500 sovs. and the third 250; added to a sweepstakes of 20 sovs. each, 3s. 6d.; three-year-olds 7s. 10d., four-year-olds 6s. 10d., and aged colts, fillies, and geldings 5s. 10d. to start at the Cup Post and go once round the course (two miles and a half). (39 mts.) Closed January 7th, 1896. Sealed nominations to be opened after the running for the Oaks. Sealed nominations for which forfeits is declared before the expiration of time of opening to remain unopened.

LONDON, June 18th.

Mr. Hamar Bani's b.c. LOVE WISELY, by Wisdom—Lovers, 3 yrs. .... 1. Loates 1  
Mr. de St. Alary's b.c. OMNIBUS II, by Unas—Blunette, 4 yrs. .... 2. Rolfe 2  
H. R. H. The Prince of Wales' b.c. FLORENCE II, by St. Simon—Perdita II, 5 yrs. .... 3. Mr. W. W. Falkner's b.c. LADAMIA, by Kestrel—Chryseis, 6 yrs. .... 4. Lord Rosebery's b.c. SIX VICTORY, by Barcaccia—Vivia, 4 yrs. .... 5. Mr. T. Wharton's b.c. VICTOR WILD, by Albert Victor—Wild Huntress, 6 yrs. .... 6. (Winner trained by Taylor.)

BETTING: 2 to 1 against Omnibus II, 10 to 1 Love Wisely, 100 to 14 Florence II.  
Won by two lengths; a head separating second and third.

## RESULT OF THE HARDWICKE STAKES.

THE HARDWICKE STAKES of 2,000 sovs., added to a sweepstakes of 100 sovs. each, 2s. 6d. for three-year-olds and upwards; 1896-year-olds 7s. 10d., four-year-olds 6s. 10d., and aged colts, fillies, and geldings 5s. 10d.; the winner of a race value 2,000 sovs. or of races collectively value 2,000 sovs. to carry 10 lbs.; 11 lbs. winner of a race or of races collectively value 1,000 sovs.; 7 lbs. extra; maiden three-year-olds allowed 5 lbs.; four and upwards 10 lbs.; the second to receive 10 per cent., and the third 5 per cent. on the whole stakes; Swinley Course. 65 subs. Closed October 30th, 1894.

LONDON, June 20th.

Duke of Westmoreland's b.c. SHADDOCK, by St. Serf—Orange, 3 yrs. .... 1. M. Caffron 1  
Mr. A. T. Barclay's b.c. DUNROBIN, by Hamlet—Helen Agnes, 3 yrs. .... 2. Prince Solihull's b.c. SATI, by Salford—Charmian, 4 yrs. .... 3. (Winner trained by Taylor.)  
BETTING: 11 to 10 against Shaddock.  
Won in a canter by half a length; eight lengths between the other two.

## RESULT OF THE NORTHUMBERLAND PLATE.

THE NORTHUMBERLAND PLATE of 1,000 sovs., a handicap, value of a handicap value 200 sovs. added June 4, at noon, 5 lbs. of two such handicaps or of one value 200 sovs.; 18 lbs. of any race value 500, 12 lbs. extra, (extreme penalty); the owner of the second to receive 50 sovs., entrance 5 sovs.; the only forfeit if declared by Tuesday next; 15 sovs. if left in or 25 sovs. for starters. Two miles. (36 entries.)

LONDON, June 24th.

Mr. C. Perkins's b.c. DAME DEVIL, by Robert the Devil—Flora Melvyn, 4 yrs. .... 1. Mr. P. Buchanan's b.c. THE DUKER, by Southampton—Abatement, 5 yrs. .... 2. Mr. G. Maclellan's b.c. POSTERITY, by Petrarch—Skeite Moulta, 4 yrs. .... 3. (Winner trained by Hall.)

BETTING: 6 to 1 against Dame Devil.  
Won by half a length; five lengths between second and third.

(From Japanese Papers.)

## THE GOVERNMENT AND THE RECENT DISASTER.

TOKYO, July 7th.

The Governor of Iwate has applied to the Government for a grant of 200,000 yen for the relief of the distress caused by the war; the Governor of Aomori 20,000 yen; and the Governor of Miyagi for 50,000 yen.

## KOREAN RAILWAYS.

TOKYO, July 7th.

Gen'lmen interested in the scheme for the construction of a railway from Gensan to Seoul held a meeting yesterday afternoon, and after an animated discussion, it was resolved among other things to appoint a committee, who were instructed to apply to the Foreign Office for permission to construct a railway between Seoul and Fusan, the work to be commenced within two years and completed within ten years from the date of the contract. Two gentlemen were appointed to go to Korea to negotiate the contract with the Korean Government.

(Special to *N. C. Daily News*.)

## SAD DEATH OF A MISSIONARY.

NANKING, July 14th.

The Rev. E. P. Hearden, of the Foreign Christian Missionary Society, was drowned on Friday at Chuchow while crossing a ford.

## THE TYPHOON.

In the weather report, issued by the Observatory officials this morning it is stated:—"On the 19th at 11:30 a.m. the barometer has continued to fall in Luzon and along the China Coast, the decrease during the past 24 hours being especially rapid in Luzon, and on the S. and S.E. coast of China. The depression embraces a large area, but only light winds are reported. Probably the central area of the depression lies to the E. of Formosa. Forecast:—Light or moderate W. winds; fine."

## LOCAL AND GENERAL.

On the 9th inst. the Robt Relief Fund amounted to \$6,027.

His Majesty's cruiser *Edgar* arrived here this morning from Shanghai.

THERE were two cases of plague yesterday, and two to-day—all in the city.

THE Austrian cruiser *Panther* arrived here this morning from Singapore.

THE latest quotation for Hongkong and Shanghai Bank shares on the London Stock Exchange is 443 1/4.

H.M.S. *Edgar* arrived here yesterday from Singapore. She made the run up in a trifle over four days.

IN consequence of the death of the proprietor, it is, we hear, probable that Wirth's Circus will not open here until Saturday, the 25th inst.

THE Commercial Union Assurance Company paid a dividend of 25 per cent. for the year 1895. £66,108 was carried forward from Profit and Loss to the 1896 account.

It was rumored in Tientsin on the 17th inst. that H.H. Prince Kung had "crossed the border." This news lacks tons of confirmation. It is probably a genuine Tientsin "bunder."

TWO Chinese charged with coming down from Canton on the *Fatshan* without tickets were fined \$7 each this morning by Captain Hastings, with the alternative of twenty-eight days. They went up.

We regret to learn of the death at Hythe, Kent, of Capt. Frederick Davis, for many years a commandant in the Indo-China Steam N. Co.'s service, and lately in command of the river steamer *Fukwo*.

THE latest victim to enteric fever in India is, according to the Calcutta *Asian* of the 3rd July, Second-Lieutenant Garnet Walseley, Derbyshire Regiment, who died on 26th June at Raikot. He was the only son of Sir George Walseley.

MESSRS LANE, CRAWFORD & Co. call attention to their advertisement in another part of this issue to the fact that they have received the first shipment of this season (1896-97) of *Integri* butter, which is the finest article of the kind on the market.

A BRITISH sailor named Ullathaan was this morning, before Captain Hastings, charged with having assaulted the watchman of the Sailors' Home last night, splitting his ear and biting his hand. He was sentenced to twenty-eight days "hard" for his sin.

On Saturday afternoon about 3 o'clock a steward of the British steamer *Amarsigora*, named Clayton, while doing his ordinary work about the cabin, fell down and died in a few minutes, despite every effort to assist him. He was buried last evening.

At the Supreme Court, Criminal Sessions, today, two Chinese women, on two separate charges, were found guilty of being concerned in bringing a young girl from Canton for immoral purposes. The woman who sold the girl was sentenced to eight months' imprisonment and the purchaser to one year.

We read in the *Strait Times* that the shares of the Royal Dutch Oil Co. Langkat, were quoted, the other day, at over 600 per cent., and there is a chance they will reach 1,000 per cent. before the end of the year. It is expected that by the beginning of next year the company will be in a position to produce at least 10,000 cases daily.

LAST Thursday morning a gentleman, Mr. W. F. Thomas, coming over from Kowloon, left a small handbag containing very valuable documents on the ferry launch, and forgot where he had left it. After looking about town in vain for his bag all day, he thought himself of the ferry launch on Friday morning, and at once upon making enquiry and describing his property, had it returned to him unopened. The ferry purser had found it and locked it up pending the arrival of a claimant.

THE coronials of the regular ferry launches running between Kowloon and Hongkong have long borne excellent reputations on account of the number of lives they have saved from time to time. Their efforts in this direction may, and probably have been, stimulated by the reward of \$100 lavishly given them by Mr. Dorobjee. Beyond this incentive their work in this direction has resulted in three of the coronials being presented with Royal Humane Society's certificates by His Excellency the Governor. The coronial of the *Evening Star* on Saturday morning added to the long list of gallant rescuer, and as he has not yet received the much-coveted certificate, the circumstances may well be reported in full. By the 11:30 a.m. trip from Kowloon this boat brought amongst her passengers a well-dressed Chinese lady. When the launch reached the wharf at the Hongkong side this lady dabbled her feet into the water. No sooner had the cry of "save life!" been raised by the bystanders than the "coronial" plunged into the water, swam quickly to the sinking woman and seizing her, struck out for the steps. The woman struggled to free herself, and at one period grasped her rescuer and nearly prevented him from striking out for the shore. But the plucky coronial manfully stuck to his work, and finally succeeded in handing her over to a Sikh constable, who walked down the steps till the water reached his knees to receive her. She was brought before Captain Hastings this morning by the Sikh, who in his story made no mention of the pluck of the coronial. After prodding him to again attempt to take her own life the woman was handed over to her husband. An act of gallantry such as this done by a Chinese is unfortunately only too rare, and it is therefore to be hoped that this coronial's plucky rescue will not go unnoticed by his powers that be.

LAI-MIT, the murderer, has been caught, in China.

On the 14th inst. the Shanghai Relief Fund amounted to \$4,507.

A persistent rumour was current in Calcutta on the 3rd instant that the Hon. Sir Griffith Evans will be appointed Chief Justice of Bengal.

MR. TONG SHAO-YI, Chief Secretary to the late Imperial Resident in Seoul, is reported to have been sent by the Chinese Government to Korea with a view to negotiating a treaty with the Hermit Kingdom.

The members of the Calcutta Bar have addressed a strong protest to the Judges against a proposal to allow *vabils* to wear gowns. Sir Comer Petheram, the retiring Chief Justice, is said to be in favour of the proposal.

We read in the *North China Daily News* that the action for libel brought by the Institution St. Joseph against the *Shanghai Mercury* was to come on for hearing in the Supreme Court to-day (Monday), the 20th July.

News comes from Shanghai that the Hall & Holts Company, which owes so much to the good management and foresight of Mr. W. H. Short, is doing very well, and that a substantial dividend is certain to be forthcoming this autumn.

THE *Mercury's* Peking advices report that it has been stated that the duty on native opium is to be increased from 15s. 3d. to 15s. 6d. per picul, payable at place of production, such increase to exempt the drug from any further imposition whatsoever.

THE *Peking and Tientsin Times* of the 4th says that it is reported among the Chinese that the Commercial Treaty between Japan and China, which has hung fire for so many months, is now ready for signature. It is said to consist of thirty articles; the disputed article, fixing cotton goods manufactured in China, has been omitted, to be dealt with later on, separately, when occasion requires.

On the 11th instant the Tientsin correspondent of the *Shanghai Mercury* reported a great exodus from the Celestial capital of contractors, of almost every description. He writes:—"The great and mighty financiers and contractors for guns, ships, railways, loans, etc., are leaving Peking, one by one, some of them sadder but wiser men than when they arrived, although many of them declare they have large orders booked. Some of them may have succeeded, but I doubt very much if all have. Mr. George Wilson, of the Contract Company, Ltd., London, and Mr. Thompson, are I learn, two of the successful people, any way they prefer London to Peking at this season of the year. Whether successful or not, they are two jolly good fellows, and we heartily wish them *bon voyage*."

THERE is published in this issue correspondence from a European in Formosa who severely criticises the action of the Japanese authorities in the "Beautiful Isle." Assuming a spark created this fire we must now look out for the defence of the Japanese which will doubtless be published in the *Japan Mail* at no very distant date. There are two sides to every question, and until we know what "the other side" has to say on the subject it is difficult to sift the wheat from the chaff. This much may, however, be taken for granted, and it is that if only half of the truth is now published the advisers of his Majesty the Emperor of Japan should lose no time in devoting to the large issues involved in such a scandalous state of affairs prompt and very earnest consideration. No excuse should be given certain middle-class Powers to intervene in Formosa.

SHORTLY after the arrival of the China Merchant's steamer *Kwangchow* from Shanghai this morning, with Wirth's circus troupe on board, it was reported that Mr. Harry Wirth, the proprietor of the circus, died yesterday forenoon, after a very brief illness. It appears that Mr. Wirth, who was only 36 years of age, was affected by the sun while superintending the preparations for departure from the Model Settlement, but he was able to continue his work and got all his people and fine horses on board the steamer in due course. Once on board, however, and the ship under way, it was soon seen that he was dangerously ill, for he was in high fever and completely prostrated. Unfortunately there was no physician on board, but everything that could be done to relieve his sufferings and bring him round, was promptly done. Ice was kept on his head, he was put in cold baths, and every effort was made to reduce the fever, but to no purpose, for he gradually forewent, ultimately breathing his last yesterday forenoon. The funeral cortege left the *Kwangchow* at 4:30 this afternoon, the remains of the great circus proprietor being followed to the grave by the whole of the members of the company and a number of residents who were looking forward to a pleasant *vacation* with their old friend who has been so suddenly taken away. Mr. Wirth leaves a wife and several bright little children and a very large circle of friends to mourn his loss.

## MEMORANDA.

Indian and Straits mail due.

9 a.m.—*Freeman* leaves for Bremen and ports of call.

WEDNESDAY, 22nd July.

11 a.m.—Outward French Mail closes.

Noon.—*Malabar* leaves for Europe.

Noon.—*Embassy* of Japan leaves for Vancouver, via usual ports of call.

3 p.m.—Meeting of Legislative Council.

5 p.m.—*Coptic* leaves for San Francisco, via usual ports of call.

THURSDAY, 23rd July.

Australian mail due.

AMERICAN mail due.

Transfer Books of the H.K. Land Investment and Agency Co., Ltd. closed from this date to the 27th inst., inclusive.

7 p.m.—Consent at Volunteers' Headquarters.

This hot weather of the last few days has proved most trying to those whose business called for exertion in the open. On Thursday last a wanderer in Victoria Gaol named Kenny was



## LONDON COLLEGE OF MUSIC.

## PROGRESS OF THE HONGKONG BRANCH OF THE COLLEGE.

The members of the Council of the London College of Music have decided to obtain the assistance of our leading local musicians in the examination which it is proposed to hold in the Colony. It is a rule of the College of Music that no examiner be allowed to examine any of his own pupils; but as that rule could not be enforced here, it was suggested that a local Board of Examiners be formed, and that three or more examiners be appointed for each branch of practical music. This method of procedure, though possibly not so satisfactory as having the candidates examined by an examiner to whom they are unknown, is the best that can, under the circumstances, be adopted in Hongkong. Each examiner will receive instructions from the London Board, and will be required to draw up a report of the performance of each candidate. These reports will then be forwarded to the Board of Examiners in London, who will render a final decision in the case of each candidate after carefully considering the reports. It is interesting to note that one of the members of the Board is Mr. Sangster, brother of the late Organist of St. John's Cathedral.

With regard to the members of the Hongkong Board, we understand that Mr. Ward, of the Cathedral, and Professor Cattaneo, have both been asked by the Council to assist, and have agreed to do so. The bandmaster of the Rifle Brigade was also nominated, but as the leave of absence shortly to be granted him, it is expected, in the Board. Mr. George Lamert has already been asked to assist at the examinations in pianoforte playing, and has kindly signified his willingness to do so. We understand further additions to the local Board will shortly be made. In the theoretical examinations, the arrangements will be carried out in the same way as in the popular Oxford Locals. The papers of questions will be sent here after being sealed at the London College, and will be broken in the presence of the candidates. At the close of the examination, the papers will be sealed and forwarded to London, where they will be examined.

It is probable that if other centres are formed in the East—Singapore and Shanghai—an Examiner may be sent from England to examine candidates at each centre once a year. It is to be hoped that the number of candidates at the first examination held here will be sufficiently large and their knowledge of music practical and theoretical, such as to justify the London Board in sending an Examiner out here, for apart from the creation of additional interest in the subject, such action would indeed be pleasant to be able to look forward to a visit once a year of some first-class musician who could be induced to assist at one or two concerts in aid of the local branch of the College of Music, or for the benefit of some local charity.

## THE JAPANESE IN FORMOSA.

## THE REVOLT AND MASSACRES (From an Occasional Correspondent.)

ANPING, July 17th.

Since I wrote you last I have been making careful enquiries into the cause, result, present, and future of the rebellion, the breaking out of which I advised in my last, and if I hear true—and there is no reason to think otherwise, because my information has been collected from several independent sources which confirm each other—I must say that the Japanese authorities of the central division of the Island have much to answer for, and appear solely to blame for the trouble and bloodshed with which the "Island of Formosa" is now cursed.

From all I can learn, the country people have been goaded into this rebellion by acts of brutal despotism. The reason for this action I fall to see, but I will give you the history of the rebellion up to the present time:—

On the night of the 20th June a native shop was broken into by a gang of robbers, but although the *gendarmes* were not far away, they took no steps to arrest the culprits. On the following day a villager was handed to the Japanese, stating an attempt was to be made on another Chinese shop the next night, and begging the *gendarmes* to take steps to prevent it, but to no purpose, as the Japanese apparently did not care how many Chinese shops were robbed. Another robbery was committed on the night of the 22nd, with the usual success. Encouraged by this carelessness on the part of the *gendarmes* or perhaps because the robbery was to be that of a wealthy man, a plan was made for an attack on the night of the 23rd on a Japanese shop, steps being taken, this time to prevent any possible attempt on the part of the *gendarmes* to come to the assistance of their countrymen, which was done by a lighted torch at the gate of the *gendarmes* office, and placing a strong guard in a house, which they had taken possession of. But beyond looking over the high wall which surrounds the house occupied by them, the *gendarmes* did nothing that night, but on the following day—the 24th—they arrested every one found in the street, in all about 200 men, who were thrown into goal. Petitions were sent in by the friends of some of those arrested, living securely, and about 50 were released, but the rest were beheaded without trial. This was the whole of the massacre, as the majority of them executed were inhabitants of villages which the robbers as much as any one else had come into Tainan as hawks; hence it is hardly possible that they could know any one well enough to ask them to secure them, and one knows how chary a Chinaman is to having anything to do with officials. Following the beheading of these fifty men, came the burning of the villages in the district. Commencing with Kung-shan and Siang-shan, the party next set out for the proposed Kung-shan, where, hearing what had happened at the first two named villages, the inhabitants had prepared themselves to beg mercy of the Japanese as they were innocent. With this intention in view they prepared a sumptuous repast, and placing at table outside the gate of the village with burning incense, six elders knelt in waiting for the arrival of the Japanese, who on their arrival asked the meaning of the preparations. On the presentation of the petition to them, and learning its purport, they promptly, without further questions or troubling themselves to give a reply, unheeded their swords and beheaded the six elders who were still kneeling. Cries of alarm at this unexpected turn of affairs were raised and those that could run out of the village, others who were not quick enough were killed, as were also those who met outside the village. When the Japanese could find no more on whom to vent their lust for blood, they pulled all the bodies into the houses and set fire to the latter, raising the village completely. It was here that an employer of Messrs. Bain & Co., who was going to Chih-chip and Hoolim, met his death. He had arrived on *opio* to the district, and leaving the carriers and coolies near the gate of the village he had proceeded to look up a friend, when he was met by a party of Japanese, who, although shown his passport, murdered him on the spot. Outside the gate the coolies, packed with no packages, pending the arrival of the men in charge of them, and here they were murdered by a small party of Japanese who asked them what they were doing there and to whom the baggage belonged. On being told

that they belonged to a British firm and were bound for Chih-chip and Hoolim, the Japanese, no doubt fearing that they had done something for which they would have to answer, arranged for the conveyance of the things to their destination, where they safely arrived.

From Kung-shan the Japanese proceeded to other villages, all of which were burnt, and to illustrate the patience and forbearance of the people, it was not until more than 70 villages had been destroyed, all attended with the same massacre and lust for blood, that in desperation and despite the people took up arms. It seems the word "mercy" is not to be found in Japanese dictionaries, as in the burning of the whole of the 70 villages, the same cruelty and inhumanity characterised their actions. They spared neither women nor children. Everyone they could lay their hands on was slaughtered. At Lam-tan an attempt was made to burn the people alive in their houses. On reaching this town, which has been visited by several Europeans, the villagers came out begging for mercy and the sparing of the lives of the people and burning of the town. They were told not to fear, that nothing would happen to them, and that the Japanese were there to save them from robbers with whom they were about to fight. The Japanese told the inhabitants to go into their houses and barricade the doors, as they were about to give battle to the robbers, and it would be best that they should be inside. Just as the Japanese were about to enter, they obeyed the latter and shut the doors, they would not doubt thinking that by so doing they would advance their interests. But when the last man had entered, his house the Japanese set fire to as many of the main doors as they could and awaited the result. As soon as the wretched people learned the fate that was prepared for them, that had the means cut through the back part of their houses and thus escaped to the hills behind the town, but there were many burnt to death.

When we are made aware of these particulars, we can wonder at the rebellion? No! Rather do we wonder at the length of time the people tolerated such despotism, remembering it was not until after they saw that there was no chance for them that they took up arms.

From the 24th to the 26th villages were burnt day and night, and on the last named date the party reached Lin-ke-por, a town where there is considerable British and Foreign property (camphor distilleries). Here they demanded from the most influential man of the town—Tan Seng-tai. This man is well known to many foreigners, who have stayed at his house when visiting the place. They demanded of him the surrender of the robbers. This he replied he could not do, as he was not in a position to fight the robbers in their stronghold, and moreover, his town was as much in fear of them as any other. The Japanese reply was that unless the robbers were delivered over on the following day (26th) the town would be burnt. At first the villagers would not believe it, thinking that the foreign property there would ensure the safety of the town, but when, towards the afternoon, a reinforcement of 30 more *gendarmes* arrived, and these were hidden in a private building, they learned that they were not to be exempted from the fate of the others, and, calling a meeting of a few of the elders they decided that the only plan was to rise in rebellion and kill the Japanese before the latter attacked them. Their plan was hurriedly made, and at 4 a.m. on the 26th June the town was surrounded by the villagers, another party surrounded the house in which the Japanese were being kept, and the latter, having been told themselves. This house was the ancestral house of the head man, Tan Seng-tai. Shots were exchanged, several of the villagers being killed and others wounded. At 7 a.m. the Japanese were forced out of the house by the rebels, who set fire to the back of their quarters. Of more than sixty Japanese who barricaded themselves in the house only eleven escaped to Tainan. While escaping from Lin-ke-por to Tainan the Japanese shot every native they met, whether man, woman, or child, and since then the rebels have killed every Japanese they have caught. From Lin-ke-por the rebellion spread from village to village, as each saw the futility of expecting Japanese mercy, and realised that unless they rose and followed the example of Lin-ke-por they would meet the same fate as the others. As one of the refugees said the other day "If we do not take up arms we will be murdered as sure as anything by the Japanese, and our homes will be burnt, but, though we may be killed in attacking the Japanese, we will have the satisfaction of knowing that we have made an attempt at resistance. If we submit, we would rather die in arms and with a chance of killing a Jap."

AN UNORGANISED RABBLE.

To show that the rebellion was not a pre-arranged one, but one to which the rebels have been deliberately goaded by a continual system of cruel, inhuman and barbarous oppression, I might point out that there is no apparent order, the headmen of each village are the leaders of the inhabitants thereof. Their actions are individual, each village doing its own work in killing all the Japanese it can lay hold of, for mere self-preservation. As soon as one village has done its part, its headman writes a letter to the next, reminding the village of what awaits it unless its inhabitants rise, and asking them to do their duty. So the word has gone from village to village until now, that is twelve days after the commencement of the rebellion, the following towns have fallen into the hands of the Chinese. For-chih, Chih-chip, Po-yang-shan, Tan-lack, Lam-tan, Chih-shan (reported, but not yet confirmed), Hun-lin, Lin-ke-por, Tung-wa-tan, Chui-long-han, Tainan, Two-por-shan, and Lok-kung (reported, but not yet confirmed). The rebels are now advancing in three parties or columns, one going north, another westwards to the coast, and the third south towards Tainan, from which it is now only 55 miles distant.

## THE JAPANESE ONLY MOLESTED.

From all I can gather foreigners and others than Japanese need have no fear of personal violence or loss of property. The rebels have so far behaved admirably. On the taking of Lin-ke-por on the 26th June, and Chih-chip on the 27th, beyond exacting a subscription of \$200 per firm, for which a guard is placed at the house and the property thus saved from robbery, nothing has been touched. All the camphor is safe, as well as the money and opium stored up in the districts. The leaders have strictly forbidden robbery, and anyone found guilty is promptly beheaded or have their fingers cut off (in minor cases). The rebels say the law is simply one of revenge against their "crus" oppressors, and that their object is not robbery, and so far they have carried out their assertions to the letter. A Japanese in the employ of Messrs. Jellies, Manich & Co. is the only one not killed at Chih-chip. He was taken, and the rebels were about to kill him when the arrival of the camphor, who explained that he was a foreigner employed and had nothing to do with the oppressors, saved his life. On hearing this they let him go, and he is still at Chih-chip in comparative safety. Another case, which proves that the rebels were sincere in their assertions, is that of Mr. Patel, of Messrs. Manich & Co., who was at Lin-ke-por on the night of the attack. He was met by some rebels, who were going to kill him for a Japanese, when his companions arrived

and explained that he was a British merchant upon which they let him go unmolested.

## DEATH OF MR. OLIVA.

I am sorry to say that the death of Mr. D. D. Oliva, cousin of Messrs. Olshaw & Co., is now confirmed. He was escaping in a chair from Lin-ke-por to Chih-chip on the night of the attack when he was met by a party of rebels, who took him for a Japanese and wounded him before they found out their mistake. But when they knew who he was they let him go, and he lived five hours after receiving the wound. He was put in the best coffin that could be procured and buried by his comrades.

The comrades of the Foreign Hongkong are still at the camphor districts, residing in the hills to sleep at night, for fear of a Japanese party arriving and coming out to Chih-chip to look after their property during the day.

JAPANESE EXACTATIONS.

Before I say any more in connection with this rebellion, I will give you just a few instances of the oppressions the people have to suffer. All coolies found between Tainan and Kahgee are pressed to carry the sick and wounded. If they be strong enough to do the work well and good; but if not they are beheaded.

At Chih-shan a man found without his coat on the street was flogged because this showed disrespect to the Japanese army. He therefore put on his coat and proceeded along. But at the other end of the street he was again severely and violently handled because he had his coat on, and it might conceal weapons! What is he to do?

SIXTY BEHEADED.

At Kahgee about sixty men were thrown into prison because they used the corners of the streets as closets, a thing hundreds of Japanese coolies and soldiers do with impunity every day and when news of the Japanese deed at "Lack" on the 21st inst. came to hand the 60 men were led out and executed. Why? Because they used the streets as closets? Cleanliness is all very well, and no doubt good sanitation is an extremely desirable thing, but to make the petty crime named punishable by death is hardly, I think, in accord with any law of the civilised world. I think it rather agrees with the opinion often expressed by the Japanese, viz., "Formosa belongs to us and everything (men, houses, and all) is ours, and we can do what we like with it." I dare say it suited the humour of the official at Kahgee at the moment to have the blood of the sixty, and so he gave the order and the deed was done.

At Anping a party of Japanese merchants took possession of a house last November, while the owner and his family were away at Amoy. On his return he requested the Japanese to give up the house as he wanted it himself. This the Japanese refused to do, so even after the title deeds were shown to them, and it was not until the Civil Government came, in April last, that, on being threatened with proceedings, they offered and paid a sum of \$4 per month. They had been living in it since the end of November to April, during which time the owner had to pay rent to them. Now the Japanese occupant proposes going home, and is selling all the furniture in the house, which belongs to the Chinaman, actually offering to sell to the owner himself, and when this was protested against he said "Formosa belongs to Japan and the Chinese have no right to anything." What is the Chinaman to do? During the plague time a Japanese search party entered a Chinaman's house, and found a child suffering from asthma. They were going to take her off to the plague hospital, but the mother begged that she might be allowed to take care of her own child, and everything they could think of was said to prevent the child from being taken away, but all to no purpose. Just as the child was being carried away two dollars carefully slipped into the hands of the officer in charge worked the oracle and the child was not taken away!

THE JAPANESE AS THEY ARE.

From the above, and these are but the samples, you will observe that the Japanese are far from being either kind or fair to the people, as was alleged by the correspondent of one of our contemporaries some time ago. They are not above taking bribes, and as to humanity, justice, and equity, as understood by Western Powers, they don't know the meaning of the words. Of course it may be wrong to judge a people simply from their behaviour here, but is not this the place—the only place—we can see them as they are, and not as they wish to appear to be before the watchful eyes of Europe and America in their own country? These are the people who are going to elopiers here who are likely in their opinion, to take notice of their behaviour and with this freedom of action and not being under the sharp eyes of the world, they are most likely to show themselves in their true colours. If the justice they will administer to foreigners when the New Treaty comes into force a few years hence, and when they are fully recognised as an equal footing with European Powers, is to be shown in a similar manner as it has been here to the natives, then I pity those who have been so unfortunate as to come under their rule.

HERKATY.

It would, I think, be well to let the world know exactly how things are here, and not through the Japanese organs, and the sooner this is done the better. To disillusion the world as regards Japanese government in this island is the only chance the natives, who have been deliberately goaded into the rebellion, have in the future. If the Chinaman and civilised powers of the world are to be deceived by the false promises of the Japanese, who are so willing to form native forces for what is swelling them the moment reinforcements come and the Japanese get the upper hand, as they will sooner or later. The very earth will cry out against the carnage and blood shed which will ensue, accompanied by the usual devastation of the country, unless England, as the champion of Freedom and Liberty, and as the Power that has most at stake (the trade of the island, especially in the south, being carried on almost entirely by British subjects), brings pressure to bear on Japan against the continuance of this inhumanity and these wholesale massacres. The atrocities at Port Arthur, though often contradicted, I can only very believe; but that and the massacre in Formosa will take place as soon as the Japanese are strong enough to do it. Trade will be ruined if Japan is allowed to go her own way in suppressing the rebellion. The cruelty and bloodshed will be too horrible to think of, and the scenes of disturbance will be laid waste by fire and sword. Those that can will, no doubt, escape to the hills, where a war of extermination will most probably be carried on for years. British and Foreign trade, which depends entirely on the natives, will thus be ruined, and British merchants, when the time comes, may pack up and depart in search of better fields. This I dare say, will be very desirable and for the Japanese. Japan certainly does not deserve to have Formosa, if we remember the use she has made of it, and that ought to be made to give it back to China. She cannot colonise, and the officials she sends here will simply ruin an island which promises so much to a civilising power.

## LATENT DETAILS.

ANPING, July 14th.

Since I wrote two days ago I have been able to collect a little more news for you. Information came to hand yesterday that the rebels, who are the district south of Tainan, have sworn

in rebellion, and that the rebels there have taken Bantab and Arleong—two sugar-producing towns close to Tainan. They have also seized some rice coming down the river to Tainan, availing that they will return when peace is established. As far as I can find out most of the Japanese in those towns have been killed.

Confirmation has come to hand of the fall of Lokkung into rebel hands, but further news is wanted of the fall of Chang-shan. The rebels have not yet taken Kahgee, but I heard yesterday that the Japanese have burnt the suburbs rather than the town outside the wall of Kahgee, resulting in the death of from 200 to 300 Chinese, who, it seems, were not warned of the intention of the authorities. Such wholesale murder is, I am afraid, now pretty common. On the night before last, at about 2 a.m., about 40 or 50 men were suddenly roused out of their beds, at Tainan, and taken to prison, no explanation whatever being given. In the morning they were coolly told to go home. They were neither tried nor were they told for what reason they were thus roused out of bed for that short term of imprisonment. Such is Japanese rule! Encouraged by the rebellion in the north and south, a party of robbers relieved a man coming overland from Tainan, and on the main road to Tainan and Kahgee. There is again a regular exodus there. The bears (the *Taiwan*) will take away some 400 or 500 people, all anxious to get away before the time of revenge by the Japanese comes, as they fear that then there may be no discrimination between the good and the bad.

STEERING BY ELECTRICITY.

The steering telegraph is an electrical device recently invented by Lieutenant Fluke. The invention is, according to the *Fraser Chronicle*, intended not only for service on warships, but on any vessels whatever, and it must not be confounded with the engine telegraph, which is another of Lieutenant Fluke's recent inventions. The engine telegraph is designed to govern the speed of ships in tactical evolutions; the steering telegraph is intended to serve as a safety appliance for controlling the steering when the ordinary apparatus breaks down.

The large ships of the present day are steered by steam. The actual work of moving the rudder is performed by the helmsman on deck through the medium of rods and chains. A steam engine, for moving the rudder or helm must be connected with the helm by very heavy chains, and for this reason it is placed as close to the helm as possible. But in being placed close to the helm it must necessarily be distant from the helmsman on deck. Now the work of connecting the wheel on deck with

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of him the actual evidence of the correct transmission of his signals.

The apparatus thus far described deals only with the communication between the transmitter on deck and the steering engine. There is, however, a certain amount of risk in depending on a man placed in such a distant part of the ship as the steering-engine compartment, and for this reason it is usual to place an auxiliary steering wheel on the upper deck, which is manipulated exactly like the steering wheel on the bridge. It becomes desirable, therefore, to have an indicator in front of it similar to that in front of the steering engine. The system here described lends itself very directly to this application because it is merely necessary to connect another indicator to the same wires that run from the engine, and to place this indicator at the auxiliary steering wheel.

FORTHCOMING CHANGES IN THE COLONIAL SERVICES.

Thus the *Colonist* and *India* in a recent issue—There is considerable speculation as to numerous changes in the Colonial Services which must inevitably take place very shortly. Already Sir Hubert Jenkinson is in England, and it is supposed that he is not likely to return to Mauritius, whilst Sir William Robleson's term of service in Hongkong will terminate before long. Sir Alfred Molony is due to leave British Honduras next year, as is Sir Napier Broome to relinquish his command in Trinidad. Mr. R. B. Llewellyn, the Administrator of the Gambie, completes his service there next year, and Sir Gilbert Carter will also have served his time at Lagos. With so many changes pending it is only natural that attention should already be directed to the question, as up to the present time the Secretary of State has taken opportunity of importing into the Colonial Service those who cannot be said to have had any claim for recognition on account of work performed in that service. It is sincerely to be hoped that the last of such appointments has been made, and that, with the opportunities which will soon offer, a good healthy system of promotion will be adopted, so that not only the higher officials will get a step, but that by promoting the senior, the juniors will also share in the spoils.

The fact must not be lost sight of that the promotion of a Colonial Secretary to a Governorship means a step right through the service for all grades, and so in like manner when an outsider is appointed to a Governorship all promotion is stopped. The Colonial Service has been a decidedly popular one in the past, and includes in its ranks many most able administrators, who have worked their way step by step through the various grades; but if promotion is stopped by what may be termed *importation*, then discontent will soon prevail, and the service will lose a certain amount of its attractiveness.

VISIBILITY OF LIGHTS AT SEA.

As a result of the discussion of the subject of anchor and running lights by the International Maritime Conference in Washington, in 1889, says the *New York Sun*, special investigations were undertaken by officers of the governments of the United States, Germany, and Netherlands to determine the intensity of light needed to fulfill the requirements of the law governing the rules of the road, which says that "the word 'visible' in these rules shall mean visible on a dark night with a clear atmosphere." The result of a large number of observations by the German committee gave as the distance at which a white light of four candle power became visible, 2.4 miles for a dark clear night, 1 mile for a rainy one.

The American experiments, undertaken at Long Beach light station, gave the following results:—A light of 1 candle power was plainly visible at 1 nautical mile and one of 2 candle power at 2 miles. A 10 candle power light was visible with a biocular at 4 miles, one of 20 candle power at 5, and one of 30 candle power without difficulty at the same distance. On a second evening, exceptionally clear, a white light of 32 candle power could be seen by the biocular at 3, one of 16 at 2, and one of 8 at 1 mile.

The Dutch Governmental experiments, conducted at Amsterdam, gave the following results:—A light of 1 candle power was visible at 1 nautical mile, 1.5 at 2, and 16 at 5 miles. In the experiments with coloured lights it is only necessary to use the green, as it has been conclusively proved that if a light of that colour fulfils the required tests, a red one of the same intensity will more than do so. It was found that the candle power required for a green light to be visible at 1, 2, 3, and 4 miles at sea was 2, 15, 16, and 105, respectively.

The extraordinarily rapid diminution of the visibility of the green light with the distance, even in good observing weather, and the still more rapid decrease in rainy weather of a character which will but slightly diminish the intensity of a white light, show that it is of the utmost importance to select for the glass a shade of colour which will interfere with the intensity of the light as little as possible. The shade recommended is a clear blue-green. Yellow-green and grass-green shades are to be employed, but they become indistinguishable from white at a very short distance. For the red a considerably wider range is allowable, but a copy red is probably the best.—*Scientific American*.

## THE FLEETS OF THE GREAT NATIONS.

The *Cronos de poche* d'Officier de Marine contains a classified list of the fleets of the great nations, according to which, taking into account only the latest type, England, Germany, Austria, Russia, France, and the United States possess the following ships:—

Armoured vessels:—

- (1) Battleships 61-15,000 tons and a speed of at least 18 knots: England 7, 10,000-15,000 tons and at least 16 knots; England 11, 10,000-15,000 tons and at least 16 knots; Germany 4, Russia 3, France 6, and United States 3; 8,000 tons and from 14 to 16 knots; England 11, Italy 3, Germany 4, Russia 6, France 7, and of less than 8,000 tons and less than 16 knots speed: England 2, Germany 2, Austria 4, Russia 1, France 4, United States 1.

(2) Coast defence ships of 8,000 tons and at least 16 knots: England 2, 6,000-8,000 tons and at least 16 knots; England 2, France 9; and of less than 6,000 tons and 14-16 knots: England 3, Germany 6, France 2, United States 2.

(3) Armoured cruisers of 4,000-6,000 tons and at least 18 knots: England 9, Russia 3, France 5, United States 1.

(4) Armoured gunboats or monitors of 1,500 tons and at least 15 knots: Austria 2, Russia 3, France 8, United States 1.

Other armoured vessels: Italy 2, France 5. Total armoured vessels of the latest type: England 44, Italy 10, Germany 20, Austria 6, Russia 16, France 41, United States 9.

Unarmoured vessels:—

- (1) Protected cruisers and torpedo dispatch boats of 3,000 tons or more and at least 18 knots: England 2, Russia 11, 4,000-5,000 tons and at least 18 knots: England 21, Italy 1, Germany 5, United States 2; 3,000 tons and 14-16 knots: England 2, France 1, Germany 1, Austria 1, Russia 1, Italy 1, Germany 1, United States 1.

least 12 knots: England 6, Italy 4, Germany 1, Russia 5, France 18, United States 22 and of less than 2,000 tons and 14 knots or over: England 10; Italy 5, Germany 17, Austria 1, Russia 10; France 7, United States 8.

(2) Torpedo cruisers of 20 knots and over: Italy 8, Russia 6, United States 1; of 15-20 knots: England 9, France 4.

(3) Torpedo-boat destroyers of at least 25 knots: England 11, Italy 5, Germany 4; of 20 to 22 knots: England 11, Italy 1, Germany 6, Austria 6, France 19.

Other unarmoured vessels: England 21, France 1, Russia 4, Italy 6, and Austria 6. Total unarmoured vessels: England 138, Italy 43, Germany 40, Austria 15, Russia 33, France 51, United States 25.

Torpedo boats:—

Torpedo boats of 100 tons and from 20 to 26 knots: England 2, Germany 15, Russia 17, France 9, United States 2 of 100 tons and at least 20 knots: England 10, Italy 2, Germany 18, Russia 3, France 21, United States 1; of 40-100 tons and at least 20 knots: England 12, Germany 25, Austria 34, Russia 10; and of less than 40 tons and at least 18 knots: England 27, Italy 57, Russia 2, France 37.

Total torpedo-boats:—England 105, Italy 151, Germany 117, Austria 56, Russia 55, France 216, United States 37.

The total number of vessels of latest type is, therefore, England 257, Italy 204, Germany 177, Austria 77, Russia 103, France 308, and United States 127.

Besides these there are a number of armoured vessels of older type, which will be available for defensive purposes as well as in second line. Of these England has 21, Germany 14, Austria 5, Italy 4, France 9, and United States 18—*United States Army and Navy*.

## THE HONGKONG GOVERNMENT GAZETTE.

[Saturday, 18th July, 1896.]

## GOVERNMENT NOTIFICATIONS.

No. 277.—Notifies the appointment of Messrs. T. Duncan and F. Fisher as Sanitary Inspectors. No. 278.—Notifies that a memorial of entry by the Crown of section E. of Inland Lot No. 137 has been registered.

No. 279.—Gives notice that the Governor has given his assent to Ordinances, 910, and 11 of 1896.

No. 28



## Intimations.

## KOPS ARE STILL RUNNING

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C. HOLDSWORTH,  
EASTERN MICA WORKS,  
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Hongkong, 24th June 1896.

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is rapidly from extreme exhaustion and emaciation. There is no  
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to fight the disease.

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is the most natural and most effective remedy in the world for all  
diseases of the Throat and Lung Diseases. It is a powerful, relieves  
the inflammation, overcomes the excessive wasting of the system, and  
restores the strength. Its many uses in building up the system are  
unfathomable nourishing properties. Sold by all Chemists.

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To introduce to you our immense facilities, we  
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FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

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Captain Pattle, will be despatched for the above

Port on or about the 10th August.

For Freight or Passage, apply to

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Hongkong, 18th July, 1896.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"EUPLECTA."

Captain Morris, will be despatched as above

on MONDAY, the 10th August.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 18th July, 1896.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Steamship

"PAOTING."

Captain Gyles, will be despatched TO-

MORROW, the 21st instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 17th July, 1896.

FOR SHANGHAI AND WLAIVOSTOCK.

THE Steamship

"DAPHNE."

Captain J. Samuelsen, will be despatched for the

above Ports on WEDNESDAY, the 22nd inst.,

at 4 P.M.

For Freight or Passage, apply to

SIEMSEN &amp; Co.

Agents.

Hongkong, 15th July, 1896.

OCEAN STEAMSHIP COMPANY,

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"POLYPHEMUS."

Captain Goodwin, will be despatched as above

on WEDNESDAY, the 22nd instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th July, 1896.

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENLOMOND."

Captain McIntosh, will be despatched as above

on FRIDAY, the 24th instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 16th July, 1896.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR PORT DARWIN, QUEENSLAND

PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHANGSHA."

I. E. Williams, Commander, will be despatched

on TUESDAY, the 28th instant, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engine. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A fully qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

For Passage, apply to

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Agents.

Hongkong, 15th July, 1896.

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND

LONDON.

THE Steamship

"MONMOUTHSHIRE."

Captain Evans, will be despatched for the above

Ports on or about the 31st instant.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co.,

Agents.

Hongkong, 2nd July, 1896.

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

STEAM FOR

SINGAPORE, COLOMBO, PORT SAID,

MARSEILLES, LONDON AND ANTWERP.

THE Chartered Steamship

"BALMORAL."

Captain McRitchie, will be despatched for the

above Ports on or about the 31st instant.

For Freight, apply to

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 14th July, 1896.

JAVIA, CHINA, JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACIFIC NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS

(Subject to Alteration.)

JAVIA, HONGKONG, YOKOHAMA, KOBE,

AMOY, HONGKONG, SINGAPORE,

JAVIA.

FROM HONGKONG.

S.S. Cassius..... To JAVIA..... 1 July.

S.S. Federation..... To JAVIA..... 1 August.

S.S. Germania..... To JAVIA..... 1 Sept.

S.S. Germania..... To JAPAN..... 1 August.

S.S. Cassius..... To JAPAN..... 1 Sept.

S.S. Federation..... To JAPAN..... 1 Oct.

General Agents for China &amp; Japan.

LAUTS, WEGENER &amp; Co.

Agents.

Hongkong, 16th July, 1896.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"SOCOTRA."

Rehde, Master, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

SHEWAN &amp; Co.

Agents.

Hongkong, 21st May, 1896.

FOR BALTIMORE.

THE 3/3 L. I. American Ship

"ISAAC REED."

Captain F. D. Waldo, will load here for the above

Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG &amp; Co.

Agents.

Hongkong, 30th June, 1896.

FOR NEW YORK.

THE 3/3 A. I. American Ship

"CHARLES E. MOODY."

Captain Leonard, shortly expected here, will

load for the above Port, and will have quick

despatch.

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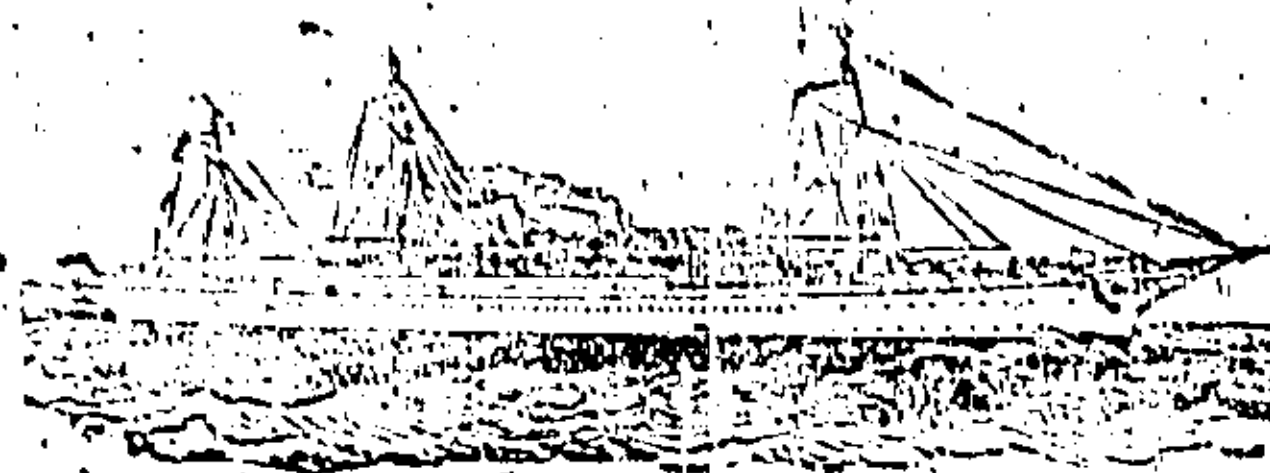
Agents.

Hongkong, 30th June, 1896.

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ROYAL MAIL STEAMSHIP LINE.

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EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 12th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 2nd September.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

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Hongkong, 18th July, 1896.

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THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Wednesday, 29th July, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Sunday, 16th August, at Daylight.

City of America (via Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Thursday, 3rd Sept., at Noon.

THE U.S. Mail Steamship

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Through Passage Tickets granted to England,

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For further information as to Freight or

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J. S. VAN BUREN, Agent.

Hongkong, 18th July, 1896.

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PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
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